





## Intimations.

**DAKIN BROS. OF CHINA, LIMITED,**  
DISPENSING CHEMISTS, &c.

**CHEMISTS AND AERATED WATER MANUFACTURERS.**

A REFRESHING WHOLESOME DRINK.

**DAKIN'S LEMON SQUASH.**  
A VERITABLE LEMON SQUASH  
AERATED, COOLING, THIRST-  
QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL,  
Hongkong, 4th May, 1891.



BY APPOINTMENT.

**WINES AND SPIRITS.**

**A. S. WATSON & CO., LD.**

ESTABLISHED A.D. 1841.

**MANUFACTURERS OF AERATED WATERS.**

Our New Factory has been recently refitted  
with automatic Steam Machinery of the  
latest and most approved kind, and  
we are well able to compete in  
quality with the best  
English Makers.

The purest ingredients only are used, and the  
utmost care and cleanliness are exercised  
in the manufacture throughout.

**LARGE BOMBAY  
"SODAS"**

We continue to supply large bottles as  
heretofore, free of Extra Charge, to those of  
our Customers who prefer to have them of the  
ordinary size.

**COAST PORT ORDERS,**  
whenever practicable, are despatched by first  
steamer leaving after receipt of order.  
For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and Empties  
when received in good order.  
Counterfoil Order Books supplied on applica-  
tion.

Our Registered Telegraphic Address is,  
"DISPENSARY, HONGKONG,"  
And all signed messages addressed thus  
will receive prompt attention.

The following is a List of Waters always  
kept ready in Stock—

**PURE AERATED WATERS  
SODA WATER  
LEMONADE  
POTASH WATER  
SELTZER WATER  
LITHIA WATER  
SARSAPARILLA WATER  
Tonic Water  
GINGER ALE  
GINGERADE.**

No Credit given for bottles that look dirty,  
or greasy, or that appear to have been used  
for any other purpose than that of containing  
Aerated Water, as such bottles are never used  
again by us.

A. S. WATSON & CO., LIMITED,  
Hongkong, China, and Manila.

## DEATH.

On the 6th of May, on board the steamer  
*Esmeralda*, at Port Said, Bessie, the wife of  
Andrew Johnston.

## The Hongkong Telegraph.

HONGKONG, SATURDAY, JUNE 6, 1891.

## TELEGRAMS.

**SIR EVELYN BARING'S REPORT ON  
EGYPT.**

LONDON, May 27th.

Sir Evelyn Baring, for Majesty's Minister  
Plenipotentiary at Cairo, in his annual report  
says that the continued prosperity of Egypt  
depends upon the upholding of the existing  
political régime, and that evacuation cannot be  
recommended.

**THE NEWFOUNDLAND DISPUTE.**  
The Newfoundland Parliament has passed  
the bill to enforce the *modus vivendi* with  
regard to the French treaties.

**GERMANY AND THE CORN DUTIES.**  
May 27th.  
There is a strong movement in Germany in  
favour of the suspension of the corn duties.

## LOCAL AND GENERAL.

**THE China Navigation Co.'s river steamers**  
employed on the Yangtze are to be fitted with  
the electric light.

Mr. F. KRIEN, consul for Germany at Seoul,  
Korea, has left the country, Mr. Reinhardt  
taking his place.

**PENANG Revenue for the past year** is estimated  
by the *Gazette* to show an excess over the  
expenditure of some \$400,000.

At the Magistracy this morning a Chinaman  
was charged with assault under peculiar circum-  
stances. The plaintiff (also Chinese) said defendant,  
who was unknown to him, "came to my house  
and said he wanted to see my wife." Parnell  
was modest and timorous compared with this.  
"I said she was not at home," Parnell said.  
"He then kicked me." Did not understand the  
usage of police society, after all. The wife  
was in her room, and the man "wanted to come  
in and sit down" and talk about the weather,  
and ask after the children, and make himself  
agreeable. Of course the lady said she didn't  
know the man. They always do. So the inter-  
loper was fined \$2.

H.M.S. *Alacrity*, with Admiral Richards on  
board, arrived at Chefoo on May 17th and left  
for Tientsin the following day.

THE Rev. James Gilmore, M.A. of the London  
Missionary Society, died at Tientsin on the 31st  
and was buried on the 23rd of May.

THE Shanghai *Mercury* is informed that  
Viscount Motono has accepted the office of  
Japanese Minister for Foreign Affairs in suc-  
cession to Viscount Aoki.

THE palace of the Son of Heaven will shortly  
be fitted with the electric light. The steamer  
*Kunghai* left Shanghai last week for Tientsin  
with this electric-light plant, which weighed  
sixteen tons.

"Fill your mind with useful information,  
my young friend," said the prosy old man.  
"Remember, the empty bag cannot stand up-  
right." "What's the matter with a balloon?"  
asked the irreverent youth.

MR. WADE GARDNER relieved Mr. John Walter  
of the management of the Hongkong and  
Shanghai Banking Corporation at Shanghai on  
the 1st inst. Mr. Walter, we understand, finally  
retires from the Bank's service.

We are informed by the agent of the O. & O.  
S. S. Co., that the steamship *Belgic*, with mails,  
&c., from San Francisco to the 20th ult., has  
arrived at Yokohama, and was under orders to  
leave for this port at noon to-morrow.

THE French war-ship *Villars* left Shanghai for  
Korea on May 31st. There is said to be some  
little trouble brewing in the Land of Morning  
Calm which renders the *Villars*' presence ad-  
visable for the protection of French interests.

ST. PETER'S SEAMEN'S CHURCH.—The Mission  
steamer-launch *Day Spring* will call alongside  
vessels holding open pennant C between 9 and  
10.30 a.m. on Sunday to convey men ashore to  
the 11 o'clock service, returning about 12.30.

The following telegram was received in  
Singapore from Mr. Bibby, the manager at Raub,  
on the 29th ult.—Clean-up about end of next  
week; expect better results than last. Raub  
hole, prospects good. Western lode improving.

THE Naval Yard policeman who was run into  
yesterday by Mr. Boman's ricksha is still  
being attended at the Royal Naval Hospital.  
The coolies who were in charge of the vehicle at  
the time of the accident have not yet been caught.

RUSSIA is reported to have constructed strategic  
railroads, now almost completed, which will  
enable her in a month's time to concentrate on  
the German frontier an army that it would have  
required six months to move before the railroads  
were constructed.

THE agents (Messrs. Melchers & Co.) inform us  
that the Norddeutscher Lloyd's steamship  
*Bayern*, Capt. T. Mergell, with the German  
mail dated Berlin, the 18th May, left Singapore  
for this port to-day, and may be expected on or  
about Wednesday, the 10th inst.

A SINGAPORE Chinaman made a determined and  
successful effort to commit suicide the other day.  
Throwing himself down a well he found there  
was not enough water to drown him. He then  
returned to his town house and took morphine,  
from the effects of which he died. He was in  
monetary difficulties.

THE Shanghai *Mercury* hears that on May 11th,  
as the Prime Minister of Korea was proceeding  
along the main street of Seoul, a row took place  
between his attendants and a number of Chinese.  
Two Koreans are reported to have died from the  
Japanese maltreatment they received at the hands  
of their Chinese assailants.

THE Chefoo correspondent of the *N. C. Daily  
News* writes on May 27th:—"His Excellency  
the Italian Minister and Mme. Panza, accom-  
panied by a Secretary of Legation, arrived here  
this morning per *Vladivostok* from Tientsin. Upon  
the arrival of an Italian gunboat, which is ex-  
pected from Japan the day after to-morrow, they  
will proceed in her to Korea."

THE Hon. Treasurer of the Alice Memorial  
Hospital begs to acknowledge with thanks the  
following donations to the funds of the Hospital:—  
H.K. & C. M. Steamboat Co., Ltd., \$100;  
G. Coates, Esq., 25;  
D. Musso, Esq., 10;  
J. W. Kinghorn, Esq., 5;  
L. J. Lopez, Esq., 5.

THE Shire line steamer *Carmarthenshire*, with  
184 officers and marines of the Japanese Navy  
on board, called at Singapore last week for coals,  
and left again for Havre, where the contingent  
will land. They are going to bring on board a  
Japanese corvette, in substitution for the *Yoshiki*  
*Kan* which was lost in the China Sea while on a  
voyage from Singapore to Hongkong.

THE leader of the Chinese mob who burned the  
French Cathedral at Wuhu was arrested by the  
French police on the French Concession, Shang-  
hai, on the evening of May 29th. The culprit,  
a Hunan man of about 30 years of age, is named  
Li, and he openly admitted that he led the  
movement and set fire to the Cathedral. He was  
handed over to the Shanghai Taotai and will  
probably be sent back to Wuhu for trial.

MR. PEMBERTON WILLARD has been performing  
at Southbay, and announces his intention of  
opening for a season with an Opera Company in  
Singapore about the beginning of the present  
season, and doubtless he will continue on to China  
and Japan. The description of Mr. Willard's  
entertainment puzzles us somewhat, but perhaps  
the so-called Opera Company is a *chef d'œuvre*  
of the comic order! The *Sunday Bulletin*, in  
bidding the Company *bon voyage*, expresses a  
hope that they will return to Australia with dry  
feet!

THE oft-repeated complaints of the inefficiency  
of the local police force will in future cease to  
be heard, for that body has now received two  
valuable additions. A coolie was charged before  
Mr. Wise this morning with disorderly behaviour.  
Mr. Granville Sharp deposed: "Yesterday I was  
in an office, and from what I heard I went into  
the street and found a crowd of people. A  
man was struggling with a coolie. I separated  
them and inquired into the matter."

Defendant was trying to excite the crowd to join  
in the quarrel. I saw it was a critical case, and  
with the help of a Police gentleman, I  
separated the man who was at length secured  
and put into the lock-up, from which he was let  
like a lamb to the slaughter and ordered to pay  
\$3 fine and find \$25 security for six months, or  
withdraw from public life for two weeks. Mr.  
Granville Sharp as referee in a stand up fight,  
calling time, separating the brawlers; as Haroun  
Alraschid, going about like a common man, and  
inquiring into matters which call for a master-  
mind to set right; and finally, as a busy police-  
man, assisted by a stalwart Parson broker—  
this was better worth photographing than the  
Kowloon strolches. And did they use umbrellas  
to arrest the ruffian? And where was the coolie  
to get his \$25 security? Borrow from the  
Parson, perhaps? Anyhow, "it was a famous  
victory."

THE hull of the *Queen Elizabeth* was sold at  
public auction by Lloyd's Agents, Nagasaki, on  
the 26th ult., and was knocked down to Messrs.  
R. H. Powers & Co. for \$8,100.

THE Tientsin correspondent of the Shanghai  
*Mercury* writes on the 23rd ult.:—"From  
Peking I learn that the placards that were  
posted on the walls have been removed, and  
that the Chinese authorities think that there is  
no cause for fear. The funeral of the late Rev. James  
Gilmore was largely attended, and the service  
was conducted by the Rev. J. Lees, and a native  
pastor. The Board of Admiralty are greatly  
pleased with the survey made by Messrs. Frigling  
and Hodgekin, of the Peking Iron and Coal  
Mines, and it has resulted in Mr. Frigling being  
appointed to survey the mines between  
Shao Hai Kuan and Newchang, for which place  
he will leave here in a few days, accompanied  
by an official specially sent from Moukden."

## THE LAWYER'S LULLABY.

Be still, my child, remain in *status quo*.  
While I propel the cradle to and fro,  
Let no invader *inter alios*  
Prevail while we're consulting *inter nos*.

Was that a little pain in *medias res*?  
Too bad! too bad! I'll have no more of these!  
I'll send a *capitis* for some wise expert.  
Who knows how to juggle the pain and stay the hurt.

No trespasser shall come to trouble thee.  
For thou dost own this house in simple fee—  
And thy administrators, heirs, assigns,  
To have, to hold, convey at thy designs.

Correct thy pleadings, my own baby boy,  
Let there be an abatement of the joy!  
Quash every tendency to keep awake,  
And verdict, costs and judgment thou shalt take.

At Shanghai Mixed Court on Saturday, May  
30th, Mr. E. Hey, as agent for Mr. E. Teck, sued  
the Hsing Keong for \$400 as damages. The  
case arose out of the charter of the German  
steamer *Hwang*, engaged on a trip from Shanghai  
to Newchang, the charter allowing five "lay"  
days. Three days were taken up in Shanghai  
and six in Newchang, so that the "lay" days  
amounted to nine instead of five. For these  
extra days the charterer claimed \$100 a day. Mr.  
H. Browett, who appeared for the defendants,  
contended that the steamer was to blame for the  
delay, as her captain would not allow the  
cargo to be discharged till a part of the  
new cargo of beans had been shipped, in order  
that the vessel might be properly ballasted. As  
the only evidence before the Court was a letter  
from the captain, the magistrate postponed the  
case till the return of the *Hwang* to Shanghai.

THE *Daily Press* of this morning glories in a  
special announcement to the effect that it  
"consists of six pages, forty-two columns." But  
our contemporary does not say that in the  
whole of that wilderness of type there is not one  
original article or paragraph, or a single line of  
news. A few had edited paragraphs (already  
published in our columns), four stale Reuters'  
telegrams, a dry-as-dust report of the Legislative  
Council meeting, copies of documents laid on  
the Council table yesterday afternoon, including  
Dr. Doherty's Observatory report, two columns  
of rot on the Halaian Catholic Mission copied  
from the Asiatic Society's Journal, two chapters  
of "A Fatal Part," a story replete "The Petrel  
and the Slave" which we read in an American  
paper some six months ago, and the Market  
Price List of vegetables, make up the stock, lock  
and barrel of *Craven's* "six pages, forty-two  
columns." A feeble or more uninteresting bash-  
up has rarely been seen, even in the *Daily  
Press*.

At the recent annual meeting of the Prince  
Alfred Hospital, at Sydney several speakers  
referred to the circumstances which, twenty-  
three years ago, led to the foundation of the  
institution. Sir William Manning said there was an incident  
connected with the affair which had never be-  
fore been made public, he opined for political  
reasons. This was that the would-be assassin,  
O'Farrell, informed his guardians, the police  
authorities, that what had led him to attempt the  
murder was the fact that ten Irishmen in Sydney  
had received instructions from Dublin ordering  
the murder of the Prince, and that it fell to his  
lot to fire the shot that was to be the death of  
Manning, who is a judge and should have  
known better, was evidently hard up for material  
when he re-batched this ancient "chestnut,"  
which was only one of the many hallucinations  
the unfortunate Innate O'Farrell labored under  
previous to his execution—but of course history  
has to be made somehow.

NOTWITHSTANDING the general depression  
existing in the Far East, local shipping enterprise  
still keeps going about. The Scottish Oriental  
Co. had a new steamer out a few days ago; the  
China and Manila Steamship Co.'s new boat  
*Esmeralda* arrived to-day, and yesterday after-  
noon the new Arratoon Apar liner, the  
*Lightning*, Capt. Patell, made her *debut* here.  
She is a very fast boat, specially built for the  
China trade, by Messrs. David and William  
Henderson, of Glasgow; she is of 3,200 tons  
burden, fitted throughout with electric light,  
and is, above the highest class at Lloyd's,  
she has very powerful engines, and is fitted with  
saloon, and double accommodation for both  
Europeans and natives, separate bathrooms  
being provided for them according to their  
respective requirements. In short, nothing that  
would add to the comfort and convenience of  
her passengers seems to have been overlooked.  
Her dimensions are—length 351 ft. 9 in., breadth  
42 ft. 9 in., and depth 28 ft. 9 in., her registered  
tonnage being 3,145 tons. She is capable of  
steaming 14 knots an hour.

A MEETING of the members of the Hongkong  
Cricket Club was held in the Pavilion at  
5.30 p.m. yesterday for the purpose of considering  
the advisability of enlarging the Pavilion. Mr.  
A. J. Leach was voted to the chair, and said  
that it had been apparent for some time past that  
the accommodation of the existing premises was  
altogether inadequate to present requirements,  
and that the meeting had been convened for the  
purpose of considering the matter. Plans had been  
prepared by Mr. Leigh (of Messrs. Darby, Leigh and Orange)  
and specifications and tenders had already been  
sent in. One of \$1,400 had been submitted to  
and approved by the Committee, and it was for  
the meeting to decide whether they considered  
they were justified in expending that amount on  
the enlarging of the Pavilion. The chairman  
added that the Club was in a very flourishing  
financial condition, having 200 members, of  
which number over 100 were active members,  
and their credit balance amounted to \$5,000.  
He formally proposed that the Pavilion be  
enlarged according to the plans prepared by Mr.  
Leigh and that the tender of \$1,400 for the work  
be accepted. The proposal was seconded by  
Dr. Lawson and was carried unanimously.  
The extension decided on will undoubtedly be a  
boon, and will enable the creation of a large  
dressing room and two bathrooms. In connection  
with the Cricket Club we may add here that we  
have been requested to state that the cricket  
ground is now closed for the season. A special  
match, however, is kept open for the double tennis  
match which will come off on Monday next,  
when Messrs. W. H. Wallace and C. S. Platt  
will face Messrs. G. S. Conon and J. B. Van  
Buren.

ACCORDING to latest advices from the North the  
French man-of-war *Constantin* and the British  
gun-vessel *Swift* are at Chinkiang; H.M.S.  
*Linnet* and two Chinese men-of-war at Wuhu;  
and the German gunboat *Iliss* at Kiukiang.

MESSRS. TUCK YUE & Co., of No. 23, Praya  
Central, have forwarded samples of the Wan-  
an coals, of which they are the local agents.  
The Wan-an mines are in the vicinity of Tamsui  
(Formosa), and we understand there is now a  
very large output and also that the quality of the  
coal has been thoroughly, and satisfactorily  
tested. Mr. James Cromarty, Chief Engineer of  
the steamship *Swift*, has carefully tested this  
Formosa production and he reports that "it  
gives a much more perfect combustion than the  
general class of coals sold on this coast;  
that there are little or no clinkers, very little ash,  
and no sulphur; that it is a good coal for boilers,  
and as it is bituminous there is no burning of  
fire-bars." This is a very high character, and  
Mr. Cromarty concludes by saying that he will  
certainly recommend the owners of the *Swift*  
to supply him with Wan-an coal. Further  
particulars will be found in our advertising  
columns.

SAVS our Shanghai morning contemporary of the  
1st inst.—The U.S.S. *Palos*, while coming up  
the river on Saturday morning shortly before 3  
o'clock, drifted on top of Klutson light-vessel,  
and did some damage. The shock was so sud-  
den that the light was put out. Owing to the  
damage done to the light-vessel, she has been  
towed up to Shanghai for repairs and has gone  
into the Old Dock for examination. Her stem  
is splintered and her bowsprit caulked to star-  
board, the bulwarks on the port side forward are  
smashed in, and the starboard side there is  
broken. Her hull plate came down by the  
run and went overboard, while her lamp  
chimneys are smashed and her reflectors  
damaged. The force of the collision snapped  
her chain, so that she lost her mushroom, and  
then drifted nearly a mile from her position,  
before she could be brought up. It was here  
that she was seen by the *Ichang*. Her place is  
to be taken meanwhile by a junk showing at  
night a fixed white light of the sixth order.  
The *Palos* colliding with the *Klutson*, ran ashore  
and did not get off till yesterday morning. She  
has since arrived at Shanghai and leaves for  
a cruise up the Yangtze on Wednesday.

THE Archbishop of Canterbury is nothing if not  
a toady. The Duke of Connaught, who is one  
of the Queen's sons—it is necessary to state this  
as his name is really unknown to the bulk of the  
local population—attended at the Mansion House  
of the corrupt Corporation of the City of London,  
the other week, at a meeting held in support of  
the British and Foreign Bible Society. The  
Duke said we lived in an age of selfishness and  
egotism, and that the best way to attack these  
prevailing vices was with a Bible in our hands.  
(Sublime spectacle! Connaught with the  
"Secret of England's greatness" in one hand,  
and a poker in the other!) But how the  
Archbishop of Canterbury must have  
blushed when he heard the word "selfishness"  
mentioned. There he sat with the consciousness  
that he was receiving fifteen thousand a year,  
and was the owner of several palaces, while  
some 15,000 poor curates and vicars throughout  
the country starved on State salaries much less  
than the weekly income of a dock labourer.  
But, as a toady is also a man of brass face,  
the Archbishop was equal to the occasion. He  
battered up the obscure Duke of Connaught by  
saying he had a "hereditary right" to speak  
of the history of that Society. Hereditary right!  
Did it come through George I. and George II.,  
neither of whom could speak English, and both  
of whom openly kept mistresses? Did it come  
through those worthless sensualists, George IV.  
and William IV.? And if not from these, through  
whom? It is pity that poor wretch, like the  
Duke of Connaught should allow a crafty man  
like the Archbishop of Canterbury to make fools  
of them. A few wealthy evangelistic old ladies,  
who ought to be in imbecile asylums, give money  
when they hear these things; other people turn  
away in disgust from such unseemly proceedings.

## THE HONGKONG OBSERVATORY.

PROFESSOR DOHERTY'S REPORT.

The annual report of the Director of the Hong-  
kong Observatory was laid on the table at the  
meeting of the Legislative Council held yesterday  
afternoon. It is dated May 6th, and says:—

My sixth volume of observations was published  
last month, and I have the honour to submit  
herewith my seventh volume in manuscript as  
ordered by His Excellency the Governor. It con-  
tains the observations made in 1890.

2. Early last year His Excellency appointed a  
Commission to enquire into the working of this  
Observatory. The Commissioners held several  
meetings, visited the Observatory at my request,  
and then submitted a report.

3. They strongly recommended a much larger  
annual expenditure and stated that "the increased  
staff that has been found to be essential would  
involve a greater outlay, and the annual cost  
cannot be estimated at under twice the sum of  
\$10,000 a year; or nearly twice the sum of  
\$8,000 a year, which is the present annual ex-  
penditure." It is pity that poor wretch, like the  
Duke of Connaught should allow a crafty man  
like the Archbishop of Canterbury to make fools  
of them. A few wealthy evangelistic old ladies,  
who ought to be in imbecile asylums, give money  
when they hear these things; other people turn  
away in disgust from such unseemly proceedings.

4. A lengthy memorandum from Major  
General H. S. Palmer, R.E., who wrote the  
original report which subsequently led to the  
establishment of the Observatory, was appended  
to the Commissioners' report.

5. The suggestions submitted by the Com-  
missioners have not yet been carried out, but their  
report has been printed by order of the Governor,  
and they have thus become a public document.  
His Excellency's general approval. Whenever they  
are fully carried out, the working of this Observa-  
tory will be greatly improved and its im-  
mediate practical utility will be very much en-  
hanced.

6. I have to record my appreciation of the great  
skill and invariable courtesy with which the  
Chairman of the Commission conducted the  
enquiry. It is proper to call attention to this,  
as it does not appear from the printed evidence  
attached to the report. But the printed evidence  
is quite incomplete and misleading. Many im-  
portant remarks have been omitted by the re-  
porter, and my explanations are quite inaccurately  
put down or not entered at all. Had the cir-  
culation of the printed evidence not been limited  
it would have done much towards strengthening  
popular fallacies concerning typhoons.

7. The Commission recommended the  
establishment of a branch Observatory at the  
Peak, and communication arranged with the  
office of the Eastern Extension Telegraph  
Company. General Palmer reported in 1881, that  
he considered an anemograph on the top of the  
Peak to be required. At present an advance  
upon the knowledge of typhoons gained in the  
Observatory during the past seven years depends  
mainly upon observations made on the top of  
the Peak. We do not even know how far the  
present registers kept by the signalmen, go to  
the truth, for they show that the wind blows  
less strongly there during typhoons than it does  
at sea level. It would be interesting to have  
that point cleared up. We have no right to say  
that the force of the wind is wrongly estimated.  
We do not know whether it is right or wrong.  
The Commission stated that "the true direction  
of the wind can be more easily recorded at that  
altitude, and the signs of an approaching typhoon  
more quickly noticed." It would also be well  
to have a pluviograph working up there. That  
would supply certain information about rain-fall,  
which is very much required in Hongkong.

8. A new cable was laid across the harbour in  
the spring of 1890, and the Observatory is now  
in direct connection with the offices of the Tele-  
graph Companies. That was of course the  
principal defect in connection with the im-  
mediate utility of the observations, and no improve-  
ment could take effect without it. It is to be  
regretted that the cable was not laid in 1883.  
The signalman's house on the Peak is now in  
telephonic connection with the Central Police  
Station in Victoria and the Observatory is in  
telephonic connection with the Police Station at  
Kowloon Point, where the storm-signals are  
hoisted. With reference to improvements in the  
issue of weather intelligence consequent upon  
the laying of the cable, the notice reprinted as  
"Appendix A," to this report may be consulted.

9. Telephonic connection with Victoria was  
interrupted on the 15th May from 12.15 p.m. till  
2.25 p.m., on the 16th May, from 10.0 a.m. till 11.35 a.m.,  
on the 17th May, from 10.0 a.m. till 11.35 a.m., on the  
18th May, from 10.0 a.m. till 11.35 a.m., on the  
19th May, from 10.0 a.m. till 11.35 a.m., on the  
20th May, from 10.0 a.m. till 11.35 a.m., on the  
21st May, from 10.0 a.m. till 11.35 a.m., on the  
22nd May, from 10.0 a.m. till 11.35 a.m., on the  
23rd May, from 10.0 a.m. till 11.35 a.m., on the  
24th May, from 10.0 a.m. till 11.35 a.m., on the  
25th May, from 10.0 a.m. till 11.35 a.m., on the  
26th May, from 10.0 a.m. till 11.35 a.m., on the  
27th May, from 10.0 a.m. till 11.35 a.m., on the  
28th May, from 10.0 a.m. till 11.35 a.m., on the  
29th May, from 10.0 a.m. till 11.35 a.m., on the  
30th May, from 10.0 a.m. till 11.35 a.m., on the  
31st May, from 10.0 a.m. till 11.35 a.m., on the  
1st June, from 10.0 a.m. till 11.35 a.m., on the  
2nd June, from 10.0 a.m. till 11.35 a.m., on the  
3rd June, from 10.0 a.m. till 11.35 a.m., on the  
4th June, from 10.0 a.m. till 11.35 a.m., on the  
5th June, from 10.0 a.m. till 11.35 a.m., on the  
6th June, from 10.0 a.m. till 11.35 a.m., on the  
7th June, from 10.0 a.m. till 11.35 a.m., on the  
8th June, from 10.0 a.m. till 11.35 a.m., on the  
9th June, from 10.0 a.m. till 11.35 a.m., on the  
10th June, from 10.0 a.m. till 11.35 a.m., on the  
11th June, from 10.0 a.m. till 11.35 a.m., on the  
12th June, from 10.0 a.m. till 11.35 a.m., on the  
13th June, from 10.0 a.m. till 11.35 a.m., on the  
14th June, from 10.0 a.m. till 11.35 a.m., on the  
15th June, from 10.0 a.m. till 11.35 a.m., on the  
16th June, from 10.0 a.m. till 11.35 a.m., on the  
17th June, from 10.0 a.m. till 11.35 a.m., on the  
18th June, from 10.0 a.m. till 11.35 a.m., on the  
19th June, from 10.0 a.m. till 11.35 a.m., on the  
20th June, from 10.0 a.m. till 11.35 a.m., on the  
21st June, from 10.0 a.m. till 11.35 a.m., on the  
22nd June, from 10.0 a.m. till 11.35 a.m., on the  
23rd June, from 10.0 a.m. till 11.35 a.m., on the  
24th June, from 10.0 a.m. till 11.35 a.m., on the  
25th June, from 10.0 a.m. till 11.35 a.m., on the  
26th June, from 10.0 a.m. till 11.35 a.m., on the  
27th June, from 10.0 a.m. till 11.35 a.m., on the  
28th June, from 10.0 a.m. till 11.35 a.m., on the  
29th June, from 10.0 a.m. till 11.35 a.m., on the  
30th June, from 10.0 a.m. till 11.35 a.m., on the  
1st July, from 10.0 a.m. till 11.35 a.m., on the  
2nd July, from 10.0 a.m. till 11.35 a.m., on the  
3rd July, from 10.0 a.m. till 11.35 a.m., on the  
4th July, from 10.0 a.m. till 11.35 a.m., on the  
5th July, from 10.0 a.m. till 11.35 a.m., on the  
6th July, from 10.0 a.m. till 11.35 a.m., on the  
7th July, from 10.0 a.m. till 11.35 a.m., on the  
8th July, from 10.0 a.m. till 11.35 a.m., on the  
9th July, from 10.0 a.m. till 11.35 a.m., on the  
10th July, from 10.0 a.m. till 11.35 a.m., on the  
11th July, from 10.0 a.m. till 11.35 a.m., on the  
12th July, from 10.0 a.m. till 11.35 a.m., on the  
13th July, from 10.0 a.m. till 11.35 a.m., on the  
14th July, from 10.0 a.m. till 11.35 a.m., on the  
15th July, from 10.



The P. & O. S. N. Co.'s steamer *Gwalior* left Bombay on the afternoon of the 28th ultimo and is expected here on the 31st inst.



## Mails.

## NORDDEUTSCHER Lloyd.

## NOTICE

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH  
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY, the 7th day of June,  
1891, at 4 P.M., the Company's Steamship  
"STUTTGART," Captain Schuckmann, with  
MAILS, PASSENGERS, SPECIE & CARGO,  
will leave this Port as above, calling at GENOA.  
Shipping Orders will be granted till Noon.  
Cargo will be received on Board until 4 P.M.  
Specie and Parcels until 3 P.M., on the 6th  
June. (Parcels are not to be sent on Board;  
they must be left at the Agency's Office). Con-  
tents and Value of Packages are required.  
The Steamer has splendid Accommodation,  
and carries a Doctor and Stewardess.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 6th June 1891.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN,  
ISMALIA, PORT SAID, MALTA,  
GIBRALTAR, MARSEILLES, BRIN-  
DISI, TRIESTE, VENICE,  
PLYMOUTH, AND  
LONDON;

ALSO,  
BOMBAY, MADRAS, CALCUTTA AND  
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES, TRIESTE, HAM-  
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
"SUTLE," Capt. W. D. G. Worcester, R.N.R.,  
with Her Majesty's Mails, will be despatched  
from this Port for LONDON, via BOMBAY and  
SUEZ CANAL on THURSDAY, 11th June, at  
Noon.

Cargo will be received on board until 4 P.M.,  
Parcels and Specie (Gold) at the Office until  
4 P.M., on the day before sailing.  
Silk and Valuable Goods for Europe will be  
transhipped at Colombo. General Cargo for  
London will be conveyed via Bombay without  
transhipment, arriving one week later than by  
the ordinary direct route via Colombo.

Tea will be sent either via Bombay or  
Colombo, according to arrangement.  
For further particulars regarding FREIGHT and  
PASSAGE apply to the PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S Office, Hong-  
kong.

The Contents and Value of Packages are re-  
quired to be declared prior to shipment.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Black Bills of Lading.

This Steamer takes Cargo and Passengers for  
Marseilles.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, 15th June, 1891.

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
Belgic ..... Wednesday 24th June.  
Oceanic ..... Saturday 18th July.  
Gaelic ..... Tuesday 11th August.

## THE Steamship

"BELGIC"  
will be despatched for San Francisco, via  
Yokohama, on WEDNESDAY, the 24th June,  
at 4 P.M. Connection being made at Yokohama  
with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.  
From Hongkong, First-class.  
To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Townsend,  
Seattle, Tacoma, Portland, O.,  
To Liverpool and London ..... \$337.50  
To Paris and Bremen ..... 345.00  
To Havre and Hamburg ..... 345.00  
Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers.

Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Service, to European  
Officials in service of China and Japan, and to  
Government officials.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return  
tickets to San Francisco will be issued at fol-  
lowing rates:—

4 months ..... \$337.50  
12 months ..... \$393.75  
Time is reckoned from date of issue to date of  
re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. This allowance does  
not apply to through fares from China and  
Japan to Europe.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until 5 P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Passage or  
Freight, apply to the Agency of the Company,  
No. 72 Queen's Road Central.

J. S. VAN BUREN,  
Acting Agent.  
Hongkong, 1st June, 1891.

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY  
THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING AT  
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.  
China ..... Thursday 11th.  
City of Peking ..... Tuesday 7th July.  
City of Rio de Janeiro ..... Thursday 30th July.

THE U. S. Mail Steamship:

"CHINA"  
will be despatched for SAN FRANCISCO, via  
YOKOHAMA on THURSDAY, the 11th June,  
at 1 P.M., taking Passengers and Freight for  
Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.  
To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Townsend,  
Seattle, Tacoma, Portland, O.,  
To Liverpool and London ..... 345.00  
To Paris and Bremen ..... 345.00  
To Havre and Hamburg ..... 345.00  
Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Service, to European  
Officials in service of China and Japan, and to  
Government officials.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return  
tickets to San Francisco will be issued at fol-  
lowing rates:—

4 months ..... \$337.50  
12 months ..... \$393.75  
Time is reckoned from date of issue to date of  
re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. This allowance does  
not apply to through fares from China and  
Japan to Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Indian Ports  
of the United States, via Overland Railways,  
to Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages will  
be received at the Office until 5 P.M. same day;  
all Parcel Packages should be marked to ad-  
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company  
No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Acting Agent.  
Hongkong, 1st June, 1891.

CANADIAN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM  
HONGKONG, 1891.

(SUBJECT TO ALTERATION).

Empress of India. Tuesday... June 30th.  
Empress of China. Tuesday... July 28th.  
Empress of Japan. Tuesday... Aug. 25th.

THE Steamship

"EMPRESS OF INDIA,"  
Capt. O. P. Marshall, R.N.R., sailing at  
Noon, on TUESDAY, the 30th June, with Her  
Majesty's Mails, will proceed to VANCOUVER  
via SHANGHAI, inland Sea, KOBE and  
YOKOHAMA.

RATES OF PASSAGE.  
FROM HONGKONG, FIRST CLASS.  
To Vancouver, Victoria, Esquimaux,  
New Westminster, Port Townsend,  
Seattle, Tacoma, Portland, O., San  
Francisco ..... \$225.00  
To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Townsend,  
Seattle, Tacoma, Portland, O.,  
To Liverpool and London ..... \$245.00  
To Paris and Bremen ..... \$245.00  
To Minneapolis, St. Paul, Duluth ..... \$285.00  
To Chicago, Kansas City, St. Louis,  
Milwaukee ..... \$295.00  
To Detroit, Cincinnati, Cleveland,  
Columbus, Hamilton, London, (Ont.),  
Toronto, Niagara Falls ..... \$305.00  
To Kingston, Ottawa, Montreal,  
Quebec, New York, Albany, Troy,  
Rochester, Philadelphia, Boston,  
Pittsburg, Washington, St. John,  
Portland, Maine, Halifax, St. John,  
To Liverpool and London ..... \$315.00  
To Paris and Bremen ..... \$345.00  
To Havre and Hamburg ..... \$345.00  
Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers.

Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Service, to European  
Officials in service of China and Japan, and to  
Government officials.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return  
tickets to San Francisco will be issued at fol-  
lowing rates:—

4 months ..... \$337.50  
12 months ..... \$393.75  
Time is reckoned from date of issue to date of  
re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. This allowance does  
not apply to through fares from China and  
Japan to Europe.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until 5 P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Passage or  
Freight, apply to the Agency of the Company,  
No. 72 Queen's Road Central.

J. S. VAN BUREN,  
Acting Agent.  
Hongkong, 1st June, 1891.

G. FALCONER & CO.,  
WATCH AND CHRONOMETER MANU-  
FACTURERS AND JEWELLERS,  
NAUTICAL INSTRUMENTS,  
CHARTS AND BOOKS.  
No. 45, Queen's Road Central. (918)

## Intimations.

## Notice to Consumers

THE PREPARATIONS OF  
**L. LEGRAND ORIZA - PERFUMERY**  
11, Place de la Madeleine, PARIS

Formerly 207, Rue Saint-Honore

ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CREME-ORIZA

ORIZA-VELOUTE, ORIZA-TONIC, ORIZALINE, ORIZA-SOAP

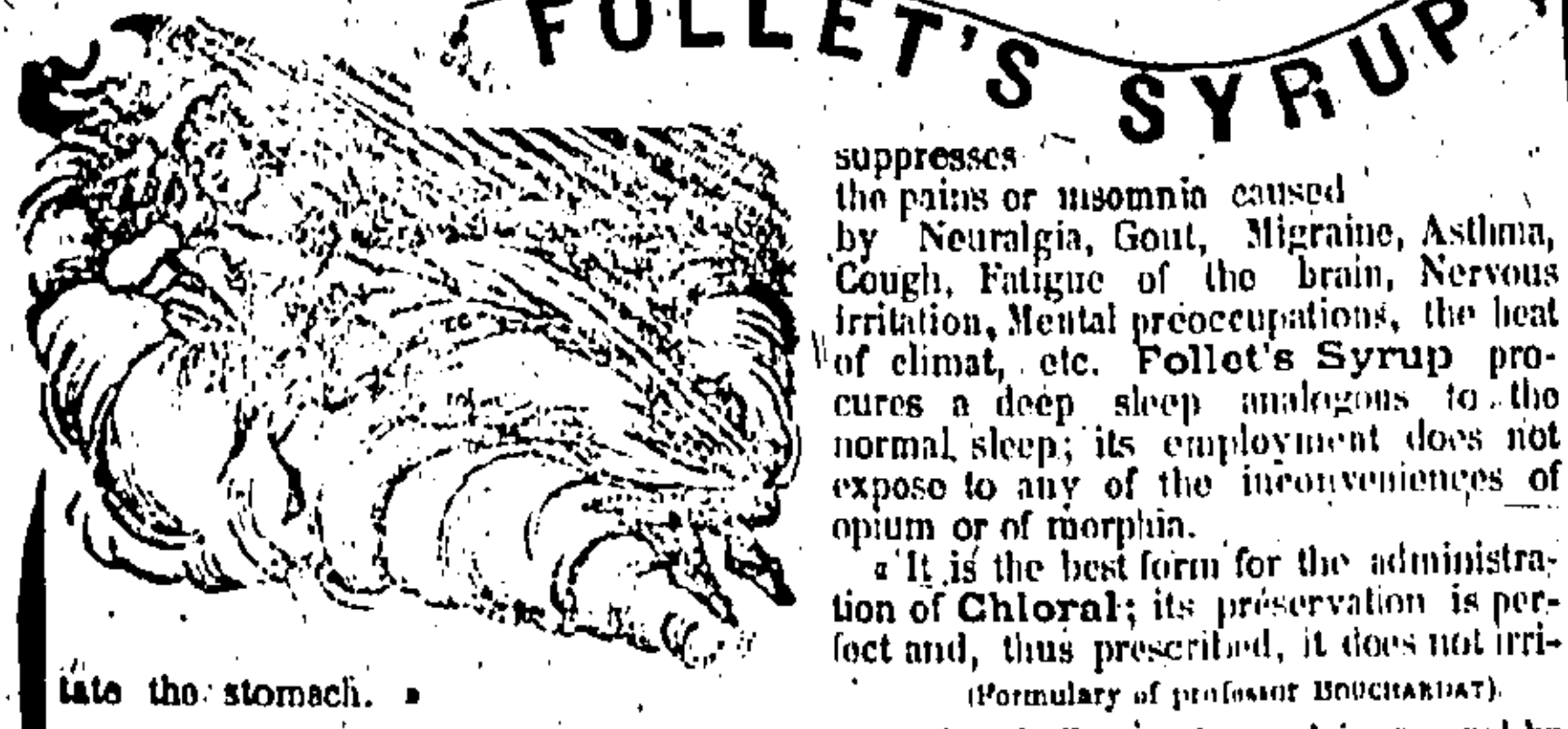
HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC, BECAUSE:

1. Their manufacture is supervised with the greatest care;  
2. Their qualities are unalterable and their perfume sweet.

As, in order to profit by their great reputation, the Oriza preparations have been  
counterfeited

we warn Consumers not to let themselves be deceived.

THE GENUINE PREPARATIONS are sold by all respectable Perfumers and Druggists.  
Illustrated Catalogue sent from Paris post-free.



Follet's Syrup is sold in nearly all the pharmacies of all countries, and is prepared by  
the Firm of L. Follet, 10, rue Jacob, Paris, who obtained the highest recompense gold medal,  
at the International Exhibition at Sydney, Amsterdam, Paris, etc.

Agents in Hongkong:—  
A. S. WATSON & Co., Ltd. DAKIN BROS. OF CHINA, Ltd.

## Guyot's Tar Solution

Cures Colds, Coughs,  
Pulmonary Consumption  
Whooping Cough,  
Catarrh of the Blin-  
der, etc. The best  
Hygienic and pre-  
servative drink in  
hot climates in  
cases of Epide-  
mies, Fevers,  
Cholera. It  
destroys all  
bad germs in  
impure  
water.

Used  
with  
the  
greatest  
success  
in the  
seven  
largest  
Parisian  
Hospitals.

Doctors in all  
countries have but  
to try Guyot's Tar,  
to appreciate the  
important services  
it renders. This pre-  
paration, I hope, soon to  
be universally popular.

Prof. BAZIN,  
Head Doctor of St. Louis Hospital.

As the label on each bottle bears the  
address: L. F. GUYOT, 8, rue Jacob, Paris.

SOLE BY ALL CHEMISTS.

Agents in Hongkong:—  
A. S. WATSON & Co., Ltd.  
DAKIN BROS. OF CHINA, Ltd.

SECRET

diseases, impotence, are safely cured.

Treatment by letter after receipt of

an amplified report, accompanied

with postage stamps for answer, to

address:

OFFICE SANITAS

57, Boulevard de Strasbourg

PARIS.

Some

Children

Growing

Too Fast

become listless, fretful, without

energy, thin and weak. But you

can fortify them and build them

up, by the use of

SCOTT'S

EMULSION

OF PURE COD LIVER OIL AND

HYPOPHOSPHITES

OF LIME AND SODA.

They will take it readily, for it is almost

as palatable as milk, and three times as

effective as plain Oil. And it should be

remembered that AS A PREVENTIVE

OR CURE OF COUGHS OR COLDS, IN

BOTH THE OLD AND YOUNG, IT IS UN-

EQUALLED. Avoid substitutions and

ask for all Chemists.

SCOTT & BOWNE, LIMITED,  
47, FARRINGTON ST., LONDON, E.C.

Sole Agents for Hongkong and China,  
Messrs. A. S. WATSON & Co. (LIMITED),  
Hongkong, 20th December, 1890.

DENTISTRY.

FIRST CLASS WORKMANSHIP

AND

MODERATE FEES.

M. R. WONG TAI-FONG,  
Surgeon Dentist,  
(Formerly styled Apprentice, and latterly  
assistant to Dr. Rogers),  
HAS REMOVED

TO  
THE MARINE HOUSE,  
QUEEN'S ROAD,  
(next to the Telegraph Companies).

CONSULTATION FREE.  
Hongkong, 7th March 1891. (929)

## Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM  
NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LONDON, LIVERPOOL  
AND STRAITS.

THE Company's Steamship

"PRINCE OF WALES,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed at their risk, into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Kowloon, whence delivery

may be obtained.

No claims will be admitted after the Goods

have left the Godowns, and all claims must be

sent in to the Office of the Undersigned before

Noon, on the 12th inst., or they will not be

recognized.

All broken, chafed, and damaged goods are to

be left in the Godowns, where they will be

examined on the 12th inst., at 4 P.M.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 12th

inst. will be subject to rent.

Optional cargo will be forwarded unless notice

to the contrary be given before 10 A.M. To-  
morrow.

Bills of Lading will be countersigned by

ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 6th June 1891. (812)

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND  
SINGAPORE.

CONSIGNEES OF CARGO per Steamship

"LIGHTNING"

are hereby informed that their goods are being

landed at their risk into the Hongkong and

Kowloon Wharf and Godown Company's Godowns

at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 11th

inst. will be subject to rent. No Fire Insurance

has been effected.

Consignees are also hereby informed, that all

claims must be made before the departure of the

steamer, otherwise they will not be entertained.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 5th June, 1891. (815)

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG AND  
SINGAPORE.

THE Steamship

"ZANZIBAR,"

Captain C. McFee, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading to

the undersigned for countersignature, and to

take immediate delivery of their Goods from  
alongside.

The steamer is berthed at Kowloon Piers and

Cargo impeding her discharge will be at once

landed and stored at Consignees' risk and

expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shang-  
hai unless notice to the contrary be given before  
Noon, TO-MORROW, the 4th inst.

Consignees will be required to sign an Average  
Bond before taking delivery of their cargo.

All claims against the steamer must be pre-  
sented to the undersigned on or before the 10th  
inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 3rd June, 1891. (800)

## Intimations.

## NOTICE

GREAT CLEARANCE SALE.

OWING to the COMPANY'S REMOVAL  
to their Steam Factory at Wanch